

# THE NEWS-HERALD.

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## The Sinking of the Lusitania In Sight of Irish Coast German Subma- rine Strikes Big Liner--About 1300 Lives Lost--100 of Them Americans.

The British liner Lusitania, of the Cunard line, which sailed from New York May 1st for Liverpool, was sunk by a German submarine Friday afternoon about 2 o'clock and the number of lives lost is estimated at about 1,200.

The number of passengers is reported at 1,251, of whom 188 were Americans. These with the crew made up a total aboard of over 2,000--the reports vary as to the exact number.

The latest report places the number of survivors at 764, including 462 passengers and 302 of the crew. One hundred and forty-four dead bodies were recovered, 87 identified and 57 unidentified. Of the identified bodies 65 were passengers and 22 of the crew. Of those rescued, 30 of the passengers and 17 of the crew were injured. It is estimated that 73 of the 188 Americans were saved.

**The Fatal Torpedo.**  
The Lusitania was steaming along about 10 miles off Old Head Kinsale, on the last leg of her voyage to Liverpool, when about 2 o'clock Friday afternoon a German submarine suddenly appeared and fired one or more torpedoes.

The survivors do not agree as to whether the submarine fired one or two torpedoes. A few say they saw the periscope and many attest to tracing the wake of foam as a projectile raced toward the vessel.

The only points in which all concur is that the torpedo struck the vessel a vital blow amidships, causing her to list almost immediately to the starboard. In this careening fashion she plowed some distance, smashing the life-boats' davits as she did so and making the launching of the boats well-nigh impossible until headway had ceased.

How far the Lusitania struggled forward after being struck and how long it was before she disappeared beneath the waves are points on which few passengers agree, estimates varying from 8 to 20 minutes.

The list to starboard so elevated life-boats on the port side as to render them useless and it is said only two on that side were launched. The first of these, according to the custom of the sea, was filled with women and children. It struck the water unevenly, capsizing and throwing its 60 occupants into the sea. The Lusitania even then was making considerable headway and the women and little children were swept to death in spite of the attempts of two stokers to rescue them. These heroic men, according to passengers, were drowned.

After that several boats were launched successfully but the steamer's list grew more perilous, the decks slanting to such an angle that it was imperative for all to cling to the starboard rail. Many by this time had donned life-belts and jumped. Several life-boats broke adrift unoccupied and the sea became a froth of oars, chairs, debris and human bodies.

Two stokers, seeing a drifting boat, dived overboard, recovered it and pulled in nearly 40 persons, mostly women. The Lusitania's crew, meanwhile, adhered to the letter to instructions and the discipline was rigid, although one or two subordinate officers are said to have told a group of passengers who had climbed into a boat that there was no immediate danger and advised them to remain on deck a while longer. Whether this was due to the fact that the subordinates lost their heads or to their conviction that the ship's bulkheads would save her, never will be determined.

Some of the passengers had been given such strong assurance when the vessel sailed that it was unsinkable, that when the explosion occurred, and everybody instantly knew what caused it, they were undisturbed at first, believing the vessel would reach land. The survivors were landed at Queenstown, vessels coming from there and other points along the coast in response to the wireless calls for help. Old Head Kinsale, 10 miles off which the Lusitania went down, has always been a landmark that has

brought joy to many travelers, as it always has stood as the sign from shore that the perils of the voyage across the Atlantic were at an end.

**Stories of the Disaster.**  
Capt. Turner of the Lusitania was saved, being picked up while floating in the water. The question was asked at Queenstown: Why did Capt. Turner pursue the usual well-known Cunard Line course so close to the Irish coast at minimum speed, and why was not the big liner convoyed? Naval officers at Queenstown say the Lusitania received wireless orders to take a course in the middle channel, but the ship's wireless operator declined to say whether he received such orders.

Dr. Adam Fisher of New York blames the British authorities. He says the officers were not prompt in their work directing the people after the vessel was struck and concluded with much feeling, "I do not see how either the Cunard Company or the admiralty can hold themselves free from blame for this tragedy. The authorities allowed a great ship loaded with valuable cargo to proceed through known dangerous waters without a single torpedo-boat as a convoy."

In striking contrast to most historic sea disasters, the rate of mortality among first class passengers seems to be heavier than among any other class on board. A large proportion of those saved are members of the crew, but this is not evidence of lack of discipline, as most of them were picked up from the water. The captain of a trawler who arrived in the harbor soon after the accident with 146 survivors, mostly women and children, when reproached for not staying longer on the chance of picking up more survivors said:

"There were many left in the water, but they were dead and many were so mangled I thought it better to bring ashore my boat load of suffering women, as they could not have stood much more."

Dr. J. T. Houghton of Troy, N. Y., a survivor, said there was no reason to fear any danger after the first explosion, as it was believed the vessel would be headed for Queenstown, and beached if necessary. Just then, said Dr. Houghton, the liner again was struck, evidently in a more vital spot, for it began to settle rapidly.

**Americans Who Perished.**  
Among the well known Americans aboard the Lusitania who lost their lives were Chas. Frohman, well known theatrical man, whose body was recovered; Alfred Gwynne Vanderbilt, Charles Klein, the playwright, Justin N. Forman, Elbert Hubbard and his wife, A. L. Hopkins, president Newport News Shipbuilding and Dry Dock Co., and others.

**Warned Before Ship Sailed.**  
The Lusitania sailed from New York Saturday, May 1st, in the face of a warning published on the day of her departure by the German embassy, which asserted that travelers intending to embark on British ships did so at the risk of the ship's being destroyed in accordance with the German war zone decree. A number of persons, Mr. Vanderbilt being one, received telegrams just as they were about to board the vessel, advising them not to sail. The warning of the German embassy was published as an advertisement in a number of newspapers the day the vessel sailed.

"Travelers intending to embark on the Atlantic voyage," read the advertisement, "are reminded that a state of war exists between Germany and her allies and Great Britain and her allies; that the zone of war includes the waters adjacent to the British Isles; that in accordance with formal notice given by the imperial government, vessels flying the flag of Great Britain or any of her allies are liable to destruction in those waters, and that travelers sailing in the war zone on ships of Great Britain or her allies do so at their own risk."

Officers of the vessel, however, gave assurance that there was no danger; that the vessel was too swift to be torpedoed and was practically unsinkable.

**Vessel and Cargo.**  
The Lusitania was one of the largest

trans-Atlantic liners and was one of the speediest. She was built in Glasgow in 1906 and was 785 feet long. Her gross tonnage was 32,500 and her net tonnage 9,145. She was owned by the Cunard Steamship Company, Ltd., of Liverpool. The vessel had accommodations for 550 first-class passengers, 500 second-class and 1,300 third-class.

The Lusitania's cargo was valued at about \$750,000 and contained a large quantity of war supplies. Her manifest included 280,000 pounds of brass and copper wire, \$66,000 worth of military goods and 5,471 cases of ammunition valued at \$200,024, all of which was contraband of war. The ship itself was covered by \$5,000,000 war risk insurance.

**Germany's Announcement.**  
The following statement was sent out from Berlin:

"The Cunard liner Lusitania was yesterday torpedoed by a German submarine and sunk."  
"The Lusitania was naturally armed with guns, as were recently; most of the British mercantile steamers. Moreover, as is well known here, she had large quantities of war material in her cargo. Her owners, therefore, knew to what danger the passengers were exposed. They alone bear all the responsibility for what has happened."

"Germany, on her part, left nothing undone to repeatedly and strongly warn them. The imperial ambassador in Washington event went so far as to make a public warning, so as to draw attention to this danger. The English newspapers sneered then at the warning and replied on the protection of the British fleet to safeguard Atlantic traffic."

### Bridgewater Items.

**Correspondence of The News-Herald.**  
Mr. and Mrs. Hugh Mills are visiting relatives in Statesville this week. Mr. Mills will go from there to Florida, where he will spend a few days on business.

Kelly Bowman, of Morganton, spent Sunday here with friends.

Mr. S. P. Tate and daughters, Misses Pink and Kary, attended the old soldiers' memorial services at Marion Monday.

Mrs. C. D. Hemphill was shopping in Morganton Tuesday.

Mr. Taylor, of Elizabethton, Tenn., spent the week-end here at the home of Mr. and Mrs. C. D. Hemphill.

Misses Lillian and Edith Lonon, of North Cove, were the guests of Miss Carrie Tate the latter part of last week.

Messrs. Joe and Harry Hunter and Roby Conley of Nebo spent Sunday in Bridgewater with friends.

Mr. M. F. Tate was in Marion Monday on business.

Mrs. Caleb Gibbs and Mrs. Charley Holland were shopping in Marion Wednesday.

Mr. George Simpson, of Glen Alpine, spent the week-end here with friends.

Mr. Eck Abernethy, of Morganton, was in Bridgewater Monday on business.

Mr. Robt. Seals attended the commencement at Rutherford College this week.

Joy Ballew and Robert Nichols of Marion Junction, spent Sunday in Bridgewater.

Myrt Leonard who has been engaged in bridge work at Boonford, has returned home.

Miss Nora Ballew and Ralph Abernethy spent Sunday in Nebo.

Miss Louise Giles of Gibbs was the guest of Miss Lula Kincaid Sunday.

Misses Cecelia and Norah and Kary (Tate) Ballew attended the party at Marion Junction Tuesday night.

"NICK."

### Germany is Delighted With Lusitania Loss.

London Dispatch, 8th.

An Exchange Telegraph dispatch from Copenhagen says:

"Berlin newspapers print the news of the Lusitania in colossal type and hail it as a new triumph for Germany's naval policy. The general impression is that England has got what she deserves."

Mr. Will X. Conley, representative of the Raleigh News and Observer, was a caller at The News-Herald office Tuesday. He was making the trip from Raleigh to Asheville in an automobile.

## United States Demands Reparation

**Germany Must Give Assurance That No More Attacks Will Be Made on Non-Combatants--Friendly But Firm Tone to American Note.**

Washington Dispatch, 12th.  
The United States in a note to be sent to Germany demands a guarantee that there will be no further submarine attacks on merchant ships carrying non-combatants. It serves notice, too, that full reparation will be sought for the loss of more than 100 American lives in the sinking of the Lusitania and for other violations of American rights in the sea war zones.

The document was to have been cabled to-night but the President after conferences with Counselor Robert Lansing, of the State Department, made several changes in legal detail and then revised it alone in his study. Tomorrow it will be dispatched and, it is expected, to be made public soon.

While no indication is given of the steps to be taken by the United States in the event of an unfavorably reply, the note informs Germany that the American Government will leave nothing undone either in diplomatic representations or other action to obtain a compliance with its requests.

No essential changes were made in the communication as formulated Sunday by the President and approved by the Cabinet yesterday. The principal points in the note are substantially as follows:

1--The United States Government calls attention to the various incidents in the war zone proclaimed by Germany around the British Isles, the sinking of the British liner Flaba with the loss of Leon C. Thresher, an American; the attack by German airmen on the American steamer Cushing, the torpedoing without warning of the American steamer Gulfight and finally the torpedoing without warning of the Lusitania with its loss of more than a thousand lives of non-combatants, among them more than 100 Americans.

2--These acts are declared to be indefensible under international law. The United States points out that it never admitted Germany's right to do them, and warned the Imperial Government that it would be held to a "strict accountability" for attacks on American vessels or lives. A strict accounting, therefore, is now asked from Germany.

3--The usual financial reparation will be sought, although Germany is in effect reminded that no reparation can restore the lives of those sacrificed in the sinking of the Lusitania and other ships.

4--Expressions of regret may comply with the legal precedents, but they are valueless unless accompanied by a cessation of the practices endangering lives of non-combatants.

5--The right of neutrals to travel any point in the high seas on neutral or belligerent merchantmen is asserted.

6--In the name of humanity and international law, the United States demands a guarantee that these rights will be respected and that there be no repetition of the attacks on merchantmen carrying non-combatants.

7--The giving of warnings to the American public without officially communicating them to the United States Government is commented on in connection with the German Embassy's printed advertisements before the sailing of the Lusitania, but irrespective of the failure to advise the American Government of Germany's purpose, the point is made that notice of an intention to do an unlawful act neither justifies nor legalizes it.

8--The suggestion is conveyed that the German Government, of course, could not have intended to destroy innocent lives and that consequently the German submarine commanders must have misunderstood their instructions. The American Government indicated its hope that this will be found to be true, and a cessation of the unlawful practices thereby will result.

9--In conclusion Germany's attention is called to the earnestness of the Government and the people of the United States in this situation. It is made plain that the United States will leave nothing undone either in diplomatic representations or other action to obtain a compliance by Germany to the requests made.

The note throughout is couched in

## UNION MEETING CATAWBA RIVER BAPTIST ASSOCIATION.

**Will Be Held With the Drexel Church May 28, 29, 30--Program and Subjects for Discussion.**

The Union Meeting of the Catawba River Baptist Association will meet with the Drexel Baptist church on Friday, Saturday and Sunday, May 28th, 29th and 30th.

**Friday.**  
10 a. m.--Devotional Service by Rev. J. R. Williams.

10:15 a. m.--Organization and enrollment of delegates.

10:30 a. m.--Expressions from each representative on local church work.

11:30 a. m.--What can we do to enlist every member of this Association in Mission Work? Rev. J. A. Rector.

12 o'clock--Dinner.

2 p. m.--What can we do to get all our churches to organize their women. Rev. R. G. Mace.

2:30--Should Baptist contend for the faith once delivered to the saints? Rev. C. A. Caldwell.

3:30--Is the annual call for the best interest of the church? Rev. C. A. Lineberger.

Adjournment.

7:45--The value of the Sunday School work to the life of the church. Rev. J. G. Benfield and W. P. Patton.

8:30--The best method of enticing church members in Sunday School work. Rev. G. C. Ivey and J. Grisett.

**Saturday Morning.**

9:30--Devotional service. Rev. Gray Murray.

10 a. m.--Would it be for the glory of God and uplift of His Kingdom for our churches to form fields and locate pastors among them? Rev. J. R. Williams.

10:45 a. m.--What are some of the benefits to be obtained by churches having their pastors located among them? Rev. J. P. Hagaman.

11:30--The value of the 5th Sunday meetings and the benefit to the local churches by sending large delegations. John McFall, R. C. Whitener.

2 p. m.--Should profanity, drinking, dancing and such like be tolerated by Baptists? A. A. Shuford, Rev. Gray Murray.

3 p. m.--Is calling sinners to the mourner's bench a wise method to employ when trying to lead a sinner to Jesus? C. A. Caldwell.

3:30 p. m.--Miscellaneous. Sermon Saturday night at 8 o'clock by Rev. S. A. Stroup.

**Sunday Morning.**

9:30--Sunday School mass meeting led by the pastor.

Sermon at 11 o'clock by Dr. A. E. Brown, of Asheville, N. C.

C. A. CALDWELL,  
A. A. SHUFORD,  
R. C. WHITENER,  
Committee.

## LOSS OF LIFE REGRETTED BY GERMAN AMBASSADOR.

**Says He Regrets Events of War Led to Loss of American Lives.**

Washington Dispatch, 10th.

Count Von Bernstorff, the German ambassador, called on Secretary of State Bryan to-day and expressed deep regret "that the events of war had led to the loss of so many American lives." He did not mention the Lusitania disaster.

After a half hour's conference between the Ambassador and secretary of state, the following statement was, by mutual agreement, given out by Secretary Bryan:

"The German ambassador called at the state department to-day and expressed deep regret that the events of the war had led to the loss of so many American lives."

Material is being placed for the beginning of the dredging work on Grant's creek. This is the creek which passes near the western limits of the city of Salisbury. It will be dredged for a number of miles and nearly to its mouth at the Yadkin river. The channel will be 30 feet wide and 10 feet deep.

friendly tones, but is unmistakably firm. By the suggestion that German submarine commanders must have misunderstood their instructions or that the German Government could not have intended to destroy innocent lives, room is given for a disavowal by Germany of the practices in the war zone and an assurance that future attacks will be prohibited.

## Coroner's Verdict

**Appalling Crime Contrary to International Law--"Germany Guilty of Wholesale Murder."**

Kinsale, Ireland, Dispatch, 10th.

The coroner's jury investigating the deaths of five persons drowned when the Cunarder Lusitania was sunk by a German submarine last Friday, returned a verdict here to-day charging "the officers of said submarine and the Emperor and Government of Germany, under whose orders they acted, with the crime of wholesale murder before the tribunal of the civilized world."

Captain Turner of the Lusitania was the principal witness. He told the jury he did not see any submarines either before or after his ship was torpedoed. He was on the bridge when his vessel first was struck and immediately gave orders for the lowering of the boats and the placing of the women and children in them. He said there was no panic; that it was almost calm.

Many of the boats could not be lowered because of the list of the steamer the witness continued. He was unable to say how many boats were put overboard, nor was he able to tell the extent of the damage to the Lusitania. He gave it as his opinion, however, that the water-tight compartments were blown asunder by the force of the explosion. These compartments he said were all closed when the ship was struck and yet she remained afloat only 18 minutes.

**Carried Out Orders.**

Captain Turner said that after the warnings at New York that Lusitania would be torpedoed he did not make any application to the Admiralty for an escort. "It is their business, not mine. I simply had to carry out my orders to go, and I would do it again" declared the witness with emphasis.

Among other witnesses heard was Ship's Bugler Livermore. He testified that all the water-tight compartments were closed, but that the force of the explosion and rush of water must have burst them open.

In summing up the case Coroner Hogan charged that the responsibility "lay on the German Government and the whole people of Germany who collaborated in the terrible crime."

**Coroner's Verdict.**

The verdict of the coroner's jury follows:

"We find that the deceased met death from prolonged immersion and exhaustion in the sea eight miles south-southwest of Old Head of Kinsale, Friday, May 7, 1915, owing to the sinking of the Lusitania by torpedoes fired by a German submarine. "We find that this appalling crime was committed contrary to international law and the conventions of all civilized nations.

"We also charge the officers of said submarine and the Emperor and Government of Germany, under whose orders they acted, with the crime of wholesale murder before the tribunal of the civilized world.

"We desire to express sincere condolence and sympathy with the relatives of the deceased, the Cunard Company and the United States, many of whose citizens perished in this murderous attack on an unarmed liner."

Coroner Hogan said that the first torpedo fired by the German submarine did serious damage to the Lusitania, but that, not satisfied with this the Germans had discharged another torpedo. The second torpedo, he said, must have been more deadly, because it went right through the ship, hastening the work of destruction.

**Germany Gives Her Reason For the Sinking.**

Berlin Dispatch, 9th.

Germany to-day took official cognizance of the sinking of the Lusitania. An official statement was issued explaining why it was sunk.

"The Lusitania not only was armed," said the statement, "but it carried large quantities of munitions. The owners, therefore, knew the dangers. They alone bear the responsibility. Germany left nothing undone to protect passengers. Strong warnings were repeatedly published, but the English press sneered, replying upon the protection of the British fleet."